

## SAILING DIRECTIONS CORRECTIONS

**PUB 120**                      **2 Ed 2001**                      **LAST NM 23/03**  
Page 52—Line 1/L to Page 55—Line 6/R; read:  
**Vessel Traffic Service**

The purpose of this section is to describe the ship reporting procedures to be followed by vessels when within or intending to enter the waters of Western Canada.

### Responsibilities

There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this publication overrides the authority of the master for the safe navigation of the ship. Information passed to the master is intended to assist in the safe conduct of the ship.

A Marine Communications and Traffic Services (MCTS) Officer may, under specific circumstances:

1. Direct the master, pilot, or person in charge of the deck watch of the vessel to provide any pertinent information in respect of that vessel that may be specified in the direction.
2. Direct the vessel to use any radio frequencies in communications with coast stations or other vessels that may be specified in the direction.
3. Direct the vessel, at the time, between the times or before or after any event that may be specified in the direction to:
  - a. Leave a VTS Zone.
  - b. Leave or refrain from entering any area within a VTS Zone that may be specified in the direction.
  - c. Proceed to or remain at any location within a VTS Zone that may be specified in the direction.

A vessel, as well as the master, pilot, or person in charge of the deck watch of the vessel, shall comply with a direction given to it or them by the MCTS Officer. Notwithstanding, the master, pilot, or person in charge of the deck watch of the vessel may take any action that may be required to ensure the safety of the ship or any other ship.

The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the appropriate VTS sector frequency.

### Traffic Clearance

A Traffic Clearance is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. The Traffic Clearance is predicated upon ship report information and known waterway/traffic conditions. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

A traffic clearance is required prior to:

1. Entering a VTS Zone.
2. Commencing a departure maneuver.

3. Commencing a maneuver that may be detrimental to safe navigation.

4. Proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision.

### Communications

Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the *Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services*.

A continuous listening watch shall be maintained on the appropriate VTS sector frequency on radio equipment located:

1. At any place on board the ship, where the ship is at anchor or moored to a buoy.
2. In the vicinity of the ship's conning space, where the ship is underway.

The continuous listening watch may be suspended if an MCTS officer directs the ship to communicate with coast stations and/or other ship stations on a different VHF radio frequency.

All times given in VHF reports should be in local time and in accordance with the 24-hour clock system.

Navigation safety calls on the designated VTS frequencies should be kept to the minimum consistent with the safety requirement of the situation.

*Communication Difficulties.*—Where a ship, for any reason other than shipboard radio equipment failure, is unable to obtain the required Traffic Clearance or after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the master may nevertheless proceed along the route, but shall take all reasonable measures to communicate with the appropriate MCTS Center as soon as possible.

*Shipboard Radio Equipment Malfunction.*—In the event of a shipboard radio equipment failure where the ship is unable to obtain the required Traffic Clearance or, after receiving a Traffic Clearance, is unable to maintain direct communication with the appropriate MCTS Center, the vessel shall:

1. If it is in a port where repairs can be made, remain in the port until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.
2. If it is not in a port where repairs can be made, proceed to the nearest reasonably safe port or anchorage on its route and remain there until the vessel is able to establish communications in accordance with the *Vessel Traffic Services Zone Regulations*.

### Zone Descriptions

*Western Canada.*—The Western Canada VTS Zone consists of all Canadian waters on the W coast of Canada and referred to in the *Vessel Traffic Services Zone Regulations*.

*Local Zones.*—West Coast VTS Local Zones have been established for traffic to Prince Rupert, Tofino, and Vancouver. The appropriate Sailing Directions (Enroute) volumes should be consulted.

### Zone Application

*Western Canada Offshore.*—With respect to Western Canada VTS Zones, the *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call, as follows:

1. Every ship of 500 gross tons or more.
2. Every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 gross tons or more.
3. Every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
  - a. Oil Pollution Prevention Regulations.
  - b. Pollutant Substances Regulations.
  - c. Dangerous Goods Shipping Regulations.
  - d. International Maritime Dangerous Goods Code (IMDG).
  - e. Dangerous Chemicals and Noxious Liquid Substances Regulations.

Participation is mandatory; however, vessels between 300 and 500 gross tons are also encouraged to participate fully to receive the maximum benefit.

*Local VTS Zones.*—For vessels within or about to enter a Western Canada VTS Zone, the *Vessel Traffic Services Zone Regulations* apply in respect of:

1. Every ship 20m or more in length.
2. Every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:
  - a. The combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.
  - b. The length of the vessel or object being towed or pushed by the ship is 20m or more in length.

With respect to the VTS Zones specified in the *Vessel Traffic Services Zone Regulations*, these regulations do not apply in respect of:

1. A ship engaged in towing or pushing any vessel or object within a log booming ground.
2. A pleasure yacht that is less than 30m in length.
3. A fishing vessel that is less than 24m in length and not more than 150 gross tons.

## Reporting Requirements

*Change in information.*—A report shall be made whenever a significant change occurs in the information previously provided in any report made pursuant to the *Vessel Traffic Services Zone Regulations*.

*Non-routine reports.*—Pursuant to the *Vessel Traffic Services Zone Regulations*, a report indicating the vessel's name, position, and a description of the incident shall be made prior to the vessel proceeding, as soon as the master becomes aware of any of the following conditions:

1. The occurrence on board the ship of any fire.
2. The involvement of the ship in a collision, grounding, or striking.
3. Any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.

4. Any discharge or probable discharge of a pollutant from the ship into the water.

5. Another ship in apparent difficulty.

6. Any obstruction to navigation.

7. Any aid to navigation that is functioning improperly, damaged, off-position, or missing.

8. The presence of any pollutant in the water.

9. The presence of a ship that may impede the movement of other ships.

10. Any ice and weather conditions that are detrimental to safe navigation.

**Note.**—Items 6, 7, and 8 are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

## Offshore Report

The *Vessel Traffic Services Zone Regulations* require a report to be made at least 24 hours before the ship enters a VTS Zone from seaward, including Alaska, or as soon as possible where the ETA at that VTS Zone is less than 24 hours after the ship departs from the last port of call. The following information may be required:

1. The name of the ship.
2. The radio call sign of the ship.
3. The name of the master of the ship.
4. The position of the ship.
5. The time the ship arrived at the position.
6. The course of the ship, if any.
7. The speed of the ship, if any.
8. The prevailing weather conditions (including ice, if applicable).
9. The estimated time that the ship will enter the VTS Zone.
10. The estimated time the ship will depart the berth.
11. The destination of the ship.
12. The ETA of the ship at the destination.
13. The intended route the ship.
14. The name of the last port of call of the ship.
15. The draft of the ship.
16. Any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
17. Revoked.
18. Any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
19. Any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
20. The name of the Canadian or United States agent of the ship.
21. The date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the Inter-

national Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

### CVTS Advance Report

The Advance Report is a cooperative voluntary measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports and to facilitate transits through Canadian and U.S. waters. This one report will satisfy the Canadian VTS Offshore Report, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

Ninety-six hours and 24 hours prior to entering the territorial waters of the W coast of Canada, all vessels 300 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel directly to the Marine Communications and Traffic Services (MCTS) Regional Marine Information Center (RMIC) in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.
4. Directly to Vancouver MCTS Center via E-mail: [rmic-pacific@pac.dfo-mpo.gc.ca](mailto:rmic-pacific@pac.dfo-mpo.gc.ca). (plain text only)

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
MIKE	ISM, if applicable, and if any issued to the vessel: <ol style="list-style-type: none"> <li>1. What is the name of the Issuing Authority?</li> <li>2. ISM Safety Management Certificate <ol style="list-style-type: none"> <li>(a) What is the date of issue?</li> <li>(b) What is the date of expiration?</li> </ol> </li> <li>3. ISM Document of Compliance: <ol style="list-style-type: none"> <li>(a) What is the date of issue?</li> <li>(b) What is the date of expiration?</li> </ol> </li> </ol>

Designator	Required Information
NOVEMBER	Vessel MMSI number.
OSCAR	Maximum present static draft.
PAPA	<ol style="list-style-type: none"> <li>1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable.</li> <li>2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(1) through (a)(16) and (b) when applicable).</li> <li>3. If a tank vessel, indicate whether loaded.</li> </ol>
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage.
WHISKEY	<p><b>For approaches to Juan de Fuca Strait:</b>  Ballast water—If in ballast, has your vessel:</p> <ol style="list-style-type: none"> <li>1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO.</li> <li>2. A Ballast Water Management Plan? YES or NO.</li> </ol> <p>Made the required notification and reports to Canada/United States as applicable? YES or NO.</p> <p>Notification/Reports required by:</p> <p>United States—U. S. Coast Guard—fax: (301) 261-4319.</p> <p>Canada—Destination port:</p> <p>Vancouver—fax: (604) 665-9099.</p> <p>Fraser—fax: (604) 524-1127.</p> <p>Nanaimo—fax: (250) 753-4899.</p> <p><b>For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia:</b>  Ballast water—If in ballast, has your vessel:</p>

Designator	Required Information
	<ol style="list-style-type: none"> <li>1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO.</li> <li>2. A Ballast Water Management Plan? YES or NO.</li> </ol>
XRAY	<p>If bound for a Canadian port, expiration date of:</p> <ol style="list-style-type: none"> <li>1. International Oil Pollution Prevention Certificate, or Certificate of Compliance.</li> <li>2. International Noxious Liquid Substance Certificate, or Certificate of Compliance.</li> <li>3. Certificate of Fitness (Chemical tanker).</li> <li>4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance.</li> <li>5. Indicate if a shipboard oil pollution emergency plan is on board.</li> <li>6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination.</li> </ol> <p>If bound for a U.S. port:</p> <ol style="list-style-type: none"> <li>1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount.</li> <li>2. Indicate name of Washington State spill contingency plan.</li> <li>3. Classification society of vessel.</li> <li>4. Name and phone number of a 24-hour point of contact for vessel-related concerns.</li> </ol>

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

### Local VTS Zone Reports

With respect to Local VTS Zones as specified in the *Vessel Traffic Services Zone Regulations*, the master of a ship shall report to the MCTS Officer in accordance with the regulations described below.

*Information Required.*—Depending on the reporting requirements, the following information may be required to be reported:

1. The name of the ship.
2. The radio call sign of the ship.
3. The position of the ship.
4. Estimated time that the ship will enter the VTS Zone.
5. The destination of the ship.
6. Estimated time the ship will arrive at its destination.

7. Whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.

8. The estimated time that the ship will depart the berth.

9. The estimated time at which the ship will next arrive at a location requiring a report.

*Entering a Zone.*—At least 15 minutes before a ship intends to enter a zone, a report shall be made specifying the information contained in Items 1, 2, 3, 4, 5, 6, and 7 above.

Ships in possession of a valid Traffic Clearance are not required to provide this report.

*Arriving at a Calling-In-Point (CIP).*—When a ship arrives at a CIP, a report shall be made specifying the information contained in Items 1, 3, and 9 above.

*Arriving at a Berth.*—As soon as practicable after a ship arrives at a berth, a report shall be made specifying the information contained in Items 1 and 3 above.

*Departure Maneuvers.*—A departure maneuver is defined as an operation during which a vessel leaves a berth and gets safely underway. Immediately before commencing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, 3, 5, 6, 7, and 8 above.

Immediately after completing a departure maneuver, a report shall be made specifying the information contained in Items 1, 2, and 9 above.

*Maneuvers.*—A Traffic Clearance is required 15 minutes prior to commencing any maneuver, such as:

1. A compass adjustment.
2. The calibration and servicing of navigational aids.
3. A sea trial.
4. A dredging operation.
5. The laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made specifying the information listed in Items 1 and 3 above, plus a description of the intended maneuver.

As soon as practicable after the maneuver is completed, a report describing the maneuver just completed shall be made.

(Can NM 6W/03, Section 3 and Section 4; Can Radio Aids to Marine Navigation (Pacific and Western Arctic), Part 3)